

E-MAIL EXCERPTS – LAND USE PLAN RELATED COMMENTS
Public Input Phase III

City of Sugar Land
Land Use Plan Updating Process

Ms. Karen Dean:

Although 'mixed use residential' in the 'Classifications Section' (select Draft Land Use Plan Chapter -http://www.sugarlandtx.gov/content/Land_Use_Plan1597.htm) excludes apartments, it does leave some discretion about town homes and condominiums. I personally feel that Area 6 should remain as 'single family residential'.

There is a process already in place whereby developers can request a zoning or re-classification change if warranted. Granted, it is not the easiest process, but it is a process that works and also allows for public input. Although in theory I do not have a problem with the property being classified as a PD, but that means that I have to rely on the wisdom and understanding of future P & Z Commissioners and Council making determinations about Housing Products for that property. I heard no compelling argument presented that would sway me, to classify the property anything other than 'single family residential'. I will be attending the meetings and speaking at the Public Hearing portion regarding my opinion.

The City has not seen any application for HUD Section 8 Housing for the property off Oilfield! Nor is there any indication that there will be!

Mr.Gabe Lomas (first email prior to public input meetings):

I trust that the city will listen to residents about future development of tract 3. I imagine that it will develop with single family housing, parks, and commercial business in a fashion that is suitable for our city. However, I am most concerned with the old sugar factory. I want to share my view on it.

First, know that I have lived in both San Antonio and Washington, D.C. I spent extensive time in the Northeast including NY city. From those experiences, I have seen a few things that work that I think might work in Sugar Land. To the point: I would like for you to consider a joint project, both public and private, to change the site of the factory into a transportation center much like Union Station in D.C. or Grand Central in N.Y,

with some of the flare of the Alamo Quarry in San Antonio. I imagine that a commuter rail will be rolling through Sugar Land in the next few years. Why not make the factory into the main rail hub for the area? People from all over the area would drive to the site to park and catch their train. As such, it would attract people from the area through the day. It could also be a nice spot for cafe's, restaurants, shops, and perhaps an upscale grocery store (such as Central Market or Whole Foods). It has frontage on a beautiful creek and ample space in the back for a parking garage. The main structure could be maintained and include a museum to honor Imperial Sugar. Professional offices, retail business, private living spaces such as lofts, could all share this site. We would convert this vacant building into an active, thriving business, rail, and living center that we can be proud of.

I have no experience in commercial development as I am a counselor working in schools and in private practice. The only thing I have to gain by promoting this idea is pride in my corner of Sugar Land.

Mr. Gabe Lomas (second email following public input meeting):

I was at the meeting last night, though I left a bit early. I listened to the ideas for the land between 90, Voss, Highway 6, and Bernie Rd. I wanted to say that I would prefer to see it develop as an area for single family homes and parks. I live in Sugar Mill. We are already bordered to the east by light industrial. Much of that land is undeveloped and some of the buildings appear vacant. I don't believe that we need more industry in our area. Finally, I wrote Dennis Parmer about my idea on the use of the Imperial Sugar Factory. He wrote back and encouraged me to speak last night. I did not speak but I feel that I should offer my opinion in writing as there are factors that I learned about last night.

I have lived in Sugar Mill for nearly two years. Prior to that, I lived in San Antonio and Washington, D.C. where I went to college. My wife is from N.Y. so I have spent a great deal of time in the Northeast. I have seen many ideas that have worked and I wanted to share this idea for long range planning. I would really like to see the Imperial Sugar Factory turned into a large transit station for the future commuter rail. I think we all expect the rail to spread through our metro area and Fort Bend County should not be exempt. I would like to see the factory develop into a mixed-use venue. The main structure might be maintained and could house a sugar museum, shops, cafe's, and professional offices. Perhaps loft apartments could be available at the top of the structure. Adjacent, I can picture most of the milling parts removed and a train station would be built with an upscale supermarket (such as Central Market or Whole Foods)

next to it. Behind that, we would have ample space for a two or three story parking garage to house all of the commuters that go through our area. This idea is a fusion of D.C.'s Union Station (a train station with shopping and offices) and San Antonio's Alamo Quarry (a defunct rock quarry turned into a shopping center). This would bring positive industry to our part of Sugar Land and make practical use of the empty factory and the rail lines.

Imagine, industry would want to congregate here as it would be the main stopping point of many of Sugar Land's residents. Many residents that do not use the train will pass by the shopping center on their way down 90A. The Imperial Train Station will have great curb appeal to those that drive by and those that use the trains.

Finally, I write this now as I just learned about the Boerne Rd. bypass last night. Perhaps the city will consider this idea as forward thinking. Further, perhaps we will consider connecting a road from the by-pass or from the future University Blvd. to the new Imperial Train Station.

Thanks for taking the time to read this email. I imagine that it may be a tough sell as there are so many stakeholders including the city, residents, the rail system, investors, and Imperial. I have nothing to benefit as I am a counselor, not a builder or investor. However, I do care about my area of town and I would like to see it grow with industry in the right places.

Mr. Craig Brooks (representing Sugar Mill HOA):

Sorry it has taken us so long to put this together, but here is the official Sugar Mill HOA input regarding Tract 3. It consists of a set of broad guidelines, as well as a PowerPoint slide (which unfortunately is not scaled). I think the slide is pretty much self-explanatory; I tried to use about the same colors as you have used. I apologise for the drafting, as all I had to use was the Draw portion of PowerPoint.

I am not certain if I will be able to attend the meeting on the 12th, since I have a conflict with an HOA meeting for that night, but I will certainly be there for the meeting on the 19th. I am not certain, but I think that there may be a fairly large turnout of our residents.

Thank you very much for all that you have been doing to help keep Sugar Land a nice place to live. Please feel free to contact me by phone or email if you have any questions or comments.

See attached Exhibit A and Exhibit B

Mr. Robin Krueger:

There are 4 "Options for Area 6". I would ask you to choose option 1. We must maintain our quality of life, and keep the area LOW DENSITY. This area must remain Single Family only. The traffic is a huge concern.

Ms. Susan Johnston (representing several class participants of Sugar Land 101):

CITIZENS PROPOSAL FOR LAND USE IN TRACT 3

Members of the Sugar Land 101 class were tasked with making land use and/or zoning proposals for Tract 3, an area roughly bounded by Highway 6, Highway 90A, Burney Road and Voss Road. The group drew upon ideas originally proposed by Kristin Lytle and expanded upon by others. Understanding that the Planning and Zoning commission is in a review and update process of the land use plan, we would like to share a summary of our discussion. Listed below are the essential ideals, goal and principles we proposed.

- It is ESSENTIAL to preserve some portion of the Imperial Sugar facility since it is the foundation of our city.
- Since Council has identified Historical Preservation as one of the City's main goals, the City must work constructively with property owners and developers to assist in the preservation and creative use of the Imperial plant and surrounding areas.
- Consideration for land use of Tract 3 should flow from proposed uses of the Imperial tract since the areas are contiguous.
- Tract 3 is blessed with a winding stretch of Oyster Creek, wetlands and Gannoway Lake, making it a naturally beautiful site. This beauty should be incorporated when considering uses for Tract 3.
- The same creative, innovative planning and public/private cooperation that has brought us the Sugar Land of today must be utilized in decisions regarding Tract 3.
- Traditional industrial and multifamily designations are inconsistent with the proposed concept and detrimental to surrounding areas, possibly creating a divided city where one side is the "industrial side" and one side the "residential side".

- Failure to properly manage the use of Tract 3 will negatively impact surrounding areas and result in economic stagnation and degradation of the area.
- While Sugar Land is a beautiful, well-planned city, it would greatly benefit from a multi use area that is unique, diverse and with a distinctive personality. Tract 3 should be developed to include residential product that might appeal to the upwardly mobile, well educated professionals who might one day work at the Texas Energy Center, but not wish to live in the existing Sugar Land neighborhoods.
- Concepts utilized successfully in other cities should be adopted, personalized and implemented in Tract 3. The River Walk concept in San Antonio should be considered regarding Oyster Creek and Gannoway Lake. Shopping areas such as Old Town Spring might be considered.
- The vast majority of Tract 3 should be zoned Multiuse with the vision of an area where people work, live and play. Upscale housing could be mixed with distinctive shops, galleries, theatre, art guilds, museums, restaurants, bed and breakfasts, etc.
- This proposal presents an opportunity to develop a tourist destination for the city that is easily accessed by the Sugar Land Airport and surrounded by a large population base for “daily use” of the area.
- A vision this broad and expansive will require City participation through support and incentives.-The benefits to the economic development and stability of the City are worth the time, money and resources required. The City should pursue the redevelopment of this area through innovative means such as a Tax Increment Reinvestment Zone (TIRZ) and also through other appropriate mechanisms which might include the 4B Corporation, grants for historical preservation and/or cultural promotion. The public, nonprofit segment might also assist with groups such as the Sugar Land Cultural Arts Foundation participating.

Mr. Don Jones (representing Ragus Lakes HOA):

Dennis, here is a sample map I drew up of what I think is a workable compromise.

I took bits and parts from most of the other presented maps and made something of all the pieces that I think would work for everyone.

This, of course, would depend on how flexible all parties are to compromise.

See attached Exhibit C

Mr. Al Abramcek (representing Sugar Lakes HOA):

Has I indicated during my remarks at the hearing held earlier this evening ; following are comments and recommendations, made on the behalf of the Sugar Lakes HOA, on the current draft of the Land Use Plan. The focus of these comments is Area 3 (Flour acreage).

>Update the draft to reflect the recent signing of a Development Agreement between the City and Planned Community Developers for the undeveloped Fluor acreage. As you know, this agreement contains a General Plan in which the residential portions were placed in the Planned Development (PD) category. We await the submittal of a final Development Plan, as required by our Zoning ordinance.

> Specifically we recommend:

-Changing the residential portions of Area 3 in the current draft of the Land Use map to reflect that they are now in the PD category ,and make specific reference to the Lake Pointe Development Agreement. -Alternatively, leave the map as is and change the " mixed use residential" definition by, (a) renaming the defined term to ' high density residential" to avoid confusion with the "mixed use residential/retail" category, (b) specify that commercial uses are excluded and (c) deleting the reference to Live/work Townhouses. The latter belongs in the mixed use residential/retail areas. Finally, update the descriptive material in the write up of Area 3, found on page 12.

Mr. Harry Hasenplug and Ms. Jane Hasenplug:

As a result of attending the Land Use Plan Public Input Meeting this past May 12, my wife and I came away with the following recommendations and observations.

In the scenario #2 map, relative to area #6, we strongly agree with the recommendation that the portion of area #6 east of Oil Field Road be strictly "Single Family" homes (as shown in yellow on the map). We also noted that the portion of area 6, west of Oilfield Road would be "Public / Schools". Again, we cannot argue with this proposal.

One item illustrated on the proposed scenario #2 map, that is not at all to our liking, shows the apparent eastward continuation of Palm Royal Boulevard across Commonwealth Boulevard, and then across the power line easement, and turning southward eventually linking up with the proposed University Boulevard extension to the east.

As a result of the December 10, 2002 meeting at the Sweet Water Country Club regarding the Riverstone Development, and the subsequent December 17, 2002 Sugar Land City Council meeting, we understood that the proposed extension of Palm Royal Boulevard to the east would never be initiated until University Boulevard was fully completed from US-59 on the west to State HY 6 on the east. We sincerely hope that this is still the plan. In fact, we still propose that Palm Royal Boulevard never be extended to the east across Commonwealth Boulevard.

Mr. David Inkster:

Thanks for a very informative meeting Wednesday evening. My only comment is that what every they do please plan for some sort of flood control. Replacing all the grass and wood area with concrete means less places for the water to go when raining. Even though our street does fill when it rains hard it has never flooded. Our biggest problem is when the Fort Bend River Authority closes off its gate to stop flooding in some areas (At least this is the story I have been told) With the gates closed it flushes the water through the sewers and back up the manhole covers at the end of our street. I have had to call the water department several times. But when you have sewage running in the streets for 5-8 hours it does not leave a pretty site or smell. And the Forest of Sugar Mill does not need this.

Mr. Darron Hanna

2) The Light Industrial / R&D tenants scenario for a portion of the tract is actually favorable on a traffic basis. The Industrial areas along West Airport and Corporate Dr. do not add to the traffic in those areas the way single family residential would.

3) Using Oyster Creek and a green space buffer on either side of the creek as a dividing line between Residential and Light Industrial makes sense provided the traffic flow between the sections could be separated.

4) The connection from the Burney Road Bypass residential section west to Hwy 6 does not appear to be necessary. The majority of the flow from residential will be: a) north / south for connection to Hwy 90 and Hwy 6 and, b) east / west to Jess Pirtle, Vinehill and West Airport for connection to Eldridge, Dairy Ashford and Hwy 59 for commuters into Houston.

5) Access to the Light Industrial area ONLY from Hwy 6, with no connection between the Industrial area and the Residential area would eliminate heavy vehicle traffic, and cut through traffic from Hwy 6. As development increases west of Hwy 6 and Sugarland Airport, the probability of cut through traffic will increase.

6) Though the "River Walk" development is an attractive idea, it is counter to the public comments I heard in the May 19 meeting with regard to impacting traffic on Burney and Main. If you create a "destination" for the area, even local residents from Sugar Mill, Convington Woods, etc. will likely drive there and need parking. On a beautiful spring day, it is likely that you will have heavy traffic, and without sufficient parking, create a jam of cars circling around looking for a space.

Mr. Marty McHenry:

My name is Marty McHenry, and I live at 1227 Morning Mist Ct. in Sugar Mill. I am writing to you today regarding the land use issues on Tract 3. I spoke at the public meeting on May 19, in which I seemed to be in the minority on indicating a preference for something like in scenario 2 instead of single family housing; that is, if we were able to manage and develop it so that it does not negatively impact the surrounding communities (I outlined what I think that means: sufficient screening and space so that the development is not noticeable from the neighborhoods to the east, particularly the Misty Lake area; low in density so that traffic does not become an issue nor require the expansion of Burney between Voss and 90A, and that it contain only the high tech/service industries targeted by our Economic Development Study. Taking from the input of others, and having an additional week to think about these issues, I would like to offer the following additional input.

Regarding the area along Burney Rd. between the ditch and the approved church: This area should be used to transition Sugar Mill from any development to the west. I was quite pleased to learn that a single family housing development was approved for this area and, as long as the development is not small lot, lower end homes, I hope that this project can go forward. I understand that a development of this relatively small size may not be economically feasible. If that is the case, I would recommend that the development expand westward until it becomes so. However, in order to strike a balance, I would still like to see high-quality office use in the lobe bounded by Oyster Creek and Hwy 6 just north of this new single family development. If none of this is possible, then public use should be made of the area along Burney Rd. for the possible expansion of the newly approved church, St. Theresa's Catholic church in the nearby vicinity, or new

churches, private schools, etc. which may be interested in locating here. I really do not see a clear preference for either single family or public use in this particular area. If neither of these options are viable, then this area should remain as a greenbelt, though I can see here that having some buildings along Burney (preferably set back) could be an effective screen from the future development to the west.

Regarding the area in the "lobe" that is currently depicted as light industrial in Scenario 3:

This is the area that would be very conducive for use as a high quality office park. I would call this Sugar Land's "high tech" center, but, I know that Sugar Land is also targeting service industries such as financials, so; perhaps this would have to be dubbed a "professional center". At any rate, I can see how this area would be very attractive to corporations wishing to locate to Sugar Land - naturally beautiful terrain this close to the airport with good access to two major roadways and good connection to Town Square. I would recommend keeping plenty of green space between buildings to help keep the density low (which is one of our concerns), avoid drainage problems, and increase the attractiveness and value to the office park tenants. I would also recommend a campus-like environment so as to address the concerns with building height and neighborhood obtrusiveness issues, aside from generating a more attractive and relaxed environment. Also, the taller buildings should be located closest to Hwy 6.

Even though I was initially not that opposed to light industrial use here, the more I think about it, the more I feel that light industrial use would not be appropriate for this area. In looking at the overall land use map, I now see that area 7 is to be set aside for light industrial. Placing any of tract 3 in use for light industrial would, I fear, create too high a concentration of light industrial use in this area. I think we need more balance here, else we will create the perception that the region north of the tracks is our industrial region, whereas the area to the south is where the high-end residential and A-1 office space is. If any new industrial uses are desired by the city (light or heavy), they should be located to the far west or south and away from this area. I would also have concerns with Sugar Mill be "sandwiched" by two major light industrial areas. Finally, as has been pointed out several times, this is a beautiful tract of land. Placing the drab style of buildings like most of those in our current office park would seem to be a waste, not only from a pure aesthetic standpoint, but also by the fact that more people would be able to enjoy the beauty of this area as an office park (most people working inside a light assembly facility with no windows aren't able to see the 100 year old trees outside).

Regarding the use of greenbelts:

The greenbelt plan as depicted in scenario 2 looks great. I agree with the need for a large green area south of Gannoway Lake and west of Oyster Creek. I like the way that that area connects to the greenbelt shown along Oyster Creek toward Hwy 6. I agree that the

area around Gannoway Lake could make an excellent park, with plenty of natural area for enjoyment (I totally agree with the statement that we need more parks that are not merely soccer/baseball fields and parking lots). I would offer one other suggestion. That is, let's complete the loop by adding green space along the north side of the southern part of Oyster Creek (closest to Nalco). If we connect up the southern tips of the two greenbelts shown on scenario 2, we could have a fantastic walking/jogging/biking trail almost entirely along Oyster Creek. What an asset this could be for the community. Of course, the small retail area east of Oyster Creek as shown on the scenario 2 map should be green as well to complete this loop.

Regarding the use of the Imperial Sugar/Nalco site:

I understand that the landowners have their property rights. That said, I believe that this area would be an excellent choice to focus the city's objectives for the promotion of historic preservation and the cultural arts. This area would be excellent for some of the ideas presented by members of the Sugar Land 101 class (distinctive shops, galleries, art guilds, etc.). This would also be an excellent location to incorporate museums and any tourist boards we may wish to have. I think the entire area bounded by Hwy 6, 90A, Oyster Creek and Mayfield Park should be set aside as the historical/cultural district of our city. I could envision a major theatre on the far southwest corner of Tract 3 facing the water that is there (the area bounded by Hwy 6, 90A, Oyster Creek and Nalco). Such a theatre could be a very nice asset for the community. It would also make quite an impression upon visitors and prospective corporations coming in from the airport to see that Sugar Land supports the cultural arts in such a major way.

Regarding the use of retail:

I do not think there should be any retail on tract 3, except as noted above for those within the historic/cultural district that supports that concept. Also, retail as discussed for the idea of a pedestrian mall (a Riverwalk concept) along Oyster Creek could be a nice asset for the community. However, this should not be a large-scale project and should be limited to such things as waterfront restaurants and small shops. I would recommend the area along the north side of the western-most part of Oyster Creek for this development. There, it would be easily accessible from Hwy 6 without intruding upon other uses and would be convenient to visitors to the aforementioned historic/cultural district. Of course, the quality of the surrounding scenery should dictate where this development should go, so, it may need to be moved in a bit away from Hwy 6. But, I would not recommend placing it too closely to Sugar Mill or around Gannoway Lake, as that would conflict with already stated goals/concerns of that area. Finally, a small amount of retail within the office park itself (along the arterials and close to but not along Hwy 6 or 90A) that could support the office park tenants would probably add value to the office park. A limited number of retailers such as breakfast/lunch-time cafes, coffee/donut shops and other convenient shops could be an asset. I totally agree with the gentlemen that said that

the retail environment along Hwy 6 to the north of tract 3 is a "blight". For that reason, I would not want to see us perpetuate this pattern of retail development along Hwy 6. Breaking this pattern would also help distinguish Sugar Land from Houston to the north. If the area that I would like to see as an office park were to be single-family housing, I would recommend we simply leave a wide greenbelt along Hwy 6. However, I know that this may not be a cost effective use of this prime land. This seems to be an argument for some use of Tract 3 as an office park, as those coming in from the airport to do business in Sugar Land are greeted by the offices they are probably here to visit instead of strip centers.

Thank you very much for your attention, and for forwarding this input to the P&Z commission for their consideration. I, as all of us who live here, really do appreciate the opportunity to provide input into these important decisions.

Mr. Chris Gabriel:

I have been studying the developments and planned developments in Sugar land, as well as the proposals for several tracts in the city of Sugar land, as well as the public input to this matter, and my main concern is the fact that many of the public input wanted to maintain the "small town feel" of the city, and maintain/create greenspace. I beleive there is a way to do this, and still implement a form of mixed use development, which may consist of residential lofts/apartments over retail, office over retail, etc.

However, there are several examples of how this can be done without eliminating the small town feel and charm of the city.

A local example is the development of Market Street in The Woodlands. The architecture resembles many old main street structures in small towns, and they are coupled with a small central park/greenspace. This is similar to Sugarland Town square, except for the fact that it has a much more small town feel to it. It still involves multi story retail/office units, and many of these examples can be seen in this website:

<http://www.marketstreet-thewoodlands.com/>

It incorporates the use of smaller parking lots, and parking garages, which results in better land usage, and less surface lots. This would be a great concept, In my opinion, to draw ideas from in Sugar Land.

The Woodlands Waterway could also be an inspiration for the Fluor site, as the Waterway is similar to the San Antonio Riverwalk. This can be implemented in the site, except in a way so that the small town feel (which is very important) is kept.

Greenspace and architectural centerpieces and accents (such as fountains, statuary, and maybe a signature bridge) would add to the feel of this. It could be developed in a way to give it an urban AND small town feel at the same time.

The apartment structure in Town Square can also be used for future influence, but in several locations, smaller (in height and size) versions of this would be great for mixed use developments. Also, an idea for residences is attached to this email. (2008-persp-townhouses_z.jpg)

As for the Sugar Factory, I have read several ideas to convert it to the centerpiece of a transit square, and this would be an excellent use for the site. The building could be converted to a museum/loft residence/retail mix, and the surrounding area could be converted to a nice old town style shopping area. It has excellent frontage on the creek (as stated by others) and so would be a very nice environment for relaxing, shopping, etc. The water tower should be preserved as well.

So, essentially, The future of development in Sugar Land should strive to maintain the small town feel, while preserving history and greenspace, while providing new types of development to cater to more residents, and to enhance the architectural diversity of the city.

I hope my suggestions help give the development team ideas for mixed use/smarter use developments in the city, and will help the city diversify in its development style, while maintaining the important elements that make the city what it is.

Exhibit A

Tract 3 Development

Sugar Mill HOA

May, 2004

The Board of Directors of Sugar Mill Homeowners Association suggests the following guiding principles for the development of Tract 3.

- The retention of a maximum of green belt/park area, preferably as passive parkland.
- Maximized single family dwellings.
- Minimized multifamily dwellings, preferably none. If areas are designated as multifamily, they should be of the lowest possible density.
- Minimize the impact of development on the existing infrastructure, especially traffic levels on Burney, Main, Jess Pirtle, and Seventh Streets.
- Retail/commercial areas should be limited to frontage along Highway 6.
- Park/greenbelt areas as shown in “Scenario 3”, plus preservation of the wetland area located at the corner of Highway 6 and Highway 90-A.
- Definition of the southern portion of Tract 3 (the Imperial acreage) as “mixed use residential/retail” and “redevelopment”.
- Implementation of a “river walk” type development along some portion of Oyster Creek, to be a combination of parkland, pedestrian mall, and waterside retail.

Exhibit B

Tract 3 Sugar Mill Proposal 5/2004

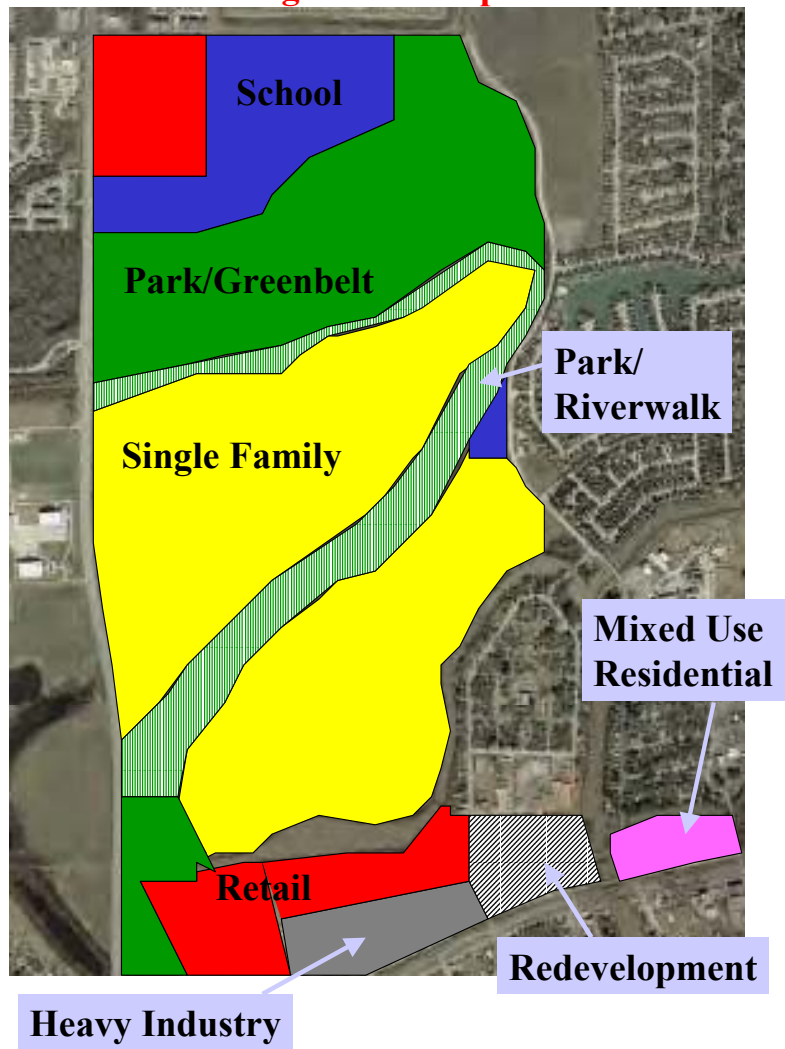


Exhibit C

Ragus Lakes Suggested Scenario

